

This issue of choosing a beltway is Not the issue, it's about vision planning, a proven necessity or not.

Every city I visit I contact the city planning department asking how they plan, implement and empower their citizenry. I ask how they solve the problems of sprawl.

Two years ago Cecil Steward, - Arch College, & I with Audubon put on a conference Planning with Vision. This spring Cecil tried again with the worldwide Ecospheres Conference dealing with NEH and world awakening and solutions of which none of you attended. I have taken the Urbanization of Rural Landscapes class at UN-L of which all city/county elected officials should be required to take. I have learned and seen how other communities are succeeding in developing in a livable, economical and sustainable manner because they have an all encompassing plan developed by experts with citizenry consensus plus laws and regulations to implement the plan. Lincoln has a comp plan that is worthless because it is toothless.

Lincoln says "here are 3 choices - pick one," without proof of need, nor alternative. This report repeatedly uses the word "could" reduce... VS will. There is a whole lot of money and destruction between "could" & "will."

→ Where is it written - The City of Lincoln has authority outside city limits?
This book of which most of you received - The 2000 Urbanization of Rural Landscapes class perfect outline a total visionary plan for Lincoln and Lancaster County for the next 25 to 50 yrs.

A University of Nebraska
Conference

 **ECOSPHERES**

Exhibit 16

July 11, 2001

Over the years I have provided information on planning to each of you one being the Chattanooga TN. Riverfront/Downtown Planning and Design Center plan that utilizes professionals and implemented by the city/county including the citizenry. Both Art Zygielbaum as East campus and Dean of Arch. college Mr. Drummond both see a need for this type of organization for Lincoln. Few people that are given power as elected officials have any education or experience. You are at the mercy of the platitude of the developers & officials. Why Hwy 77 hasn't been developed - No utilities.

I am asking you to veto all 3 choices until we have accurate unbiased proof of need along with alternative solutions that are economical, environmentally sensitive and pleasing. You build it sprawl will follow, guaranteed!

If proven necessary only widen the present road system by adding wide shoulders and intersections NO 4 lanes. period! If you are hellbent on this at least require the zoning of aq land for a mile and a half wide buffer to eliminate all commercial and industrial development on either side including the South belt way. I am Not against the S. Beltway.

The future generations have a ^{need} dire need for us to save them all the arable land for their tomorrow. To develop a roadway just to save time is despicable Selfishness!

Lynn Darling

7-11-01

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EC SPHERES

JULY 13

SACRED NATURE

Nature is the storehouse of potential life of future generations and is sacred.

—Audrey Shenandoah, Onondagan Writer

The time has come when we can no longer ignore what we are doing to Mother Earth. Mother Earth is the source of all life. Everything on the planet has a purpose and is necessary for that purpose. When we interrupt the flow of nature, we destroy the planet, not only for ourselves but for those who will come after us. We need to love and respect all of nature. We need to learn to live within the laws of nature, not above them. In nature, we have the assurance of support and protection for generations to come. We are blessed.



When I respect all of Creation, I benefit, as I am part of Creation.

"Native Wisdom for White Minds"
Anne Wilson Schaef

RIVERFRONT • DOWNTOWN PLANNING • DESIGN CENTER

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RIVERFRONT/DOWNTOWN PLANNING AND DESIGN CENTER

FACT SHEET AND STORY IDEAS

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ESTABLISHED July, 1990

MISSION The Riverfront/Downtown Planning and Design Center provides coordination, design guidance and recommendation of standards for downtown and riverfront development projects to both the private and public sectors. The center's goal is to make Chattanooga a more beautiful, balanced and active city through coherent and cooperative planning supplemented by clear and constructive urban design goals for the future.

HOW IT WORKS/
WHO USES IT The Planning and Design Center is a resource for both the public and private sectors for coordination, design and advice on urban development projects. Whether the center is asked to coordinate a major project such as the Ross's Landing Park and Plaza or to give advice to an architect about a design concept, it strives to establish and communicate an understanding of the urban public realm.

The scope of urban design and development topics addressed by the center ranges from overseeing the design and implementation of major projects to coordinating and providing advice for smaller ones. Examples of major projects include the award-winning Miller Plaza Complex, designed by Koetter, Kim and Associates of Boston and Derthick, Henley, Wilkerson of Chattanooga; and the Ross's Landing Park and Plaza which surrounds the Tennessee Aquarium.

Smaller projects include advising architects who may be designing parking garages in the city and suggesting guidelines about storefront design to private developers. The center is also extensively involved in public sector development projects such as the city's Streetscape Project, which was initiated by the center.

The Planning and Design Center began in the academic world and continues to serve as a satellite studio for the College of Architecture and Planning at the University of Tennessee in Knoxville. Fourth-year architecture students come to Chattanooga during the spring semester to work on city-oriented urban design projects. Student interns work in the studio throughout the year, assisting with various projects.

In addition to the professional staff, students and interns, the Planning and Design Center is teeming with visitors, including architects, city planners, developers, community leaders and elected officials. The center's scale models, city maps and architectural renderings serve as an orientation to Chattanooga's urban design vision.

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AN OFFICE OF THE CHATTANOOGA-HAMILTON COUNTY REGIONAL PLANNING AGENCY

HISTORICAL
PERSPECTIVE

The unique concept of the Planning and Design Center grew out of the local architectural community's desire for University of Tennessee students to focus their work on design projects in Chattanooga. In 1980, the Chattanooga Chapter of the American Institute of Architects (AIA) requested that the University's College of Architecture and Planning use Chattanooga as a laboratory.

In 1981, Stroud Watson, professor of architecture at UTK and founding director of UTK's Urban Design Program, received funding from the Lyndhurst Foundation to establish a laboratory for use by students to explore urban design problems in Chattanooga. The student work consistently focused on understanding the city's past, present and future. Eventually student projects began to concentrate on the "heart of the city" (the Miller Park District) and the "origin of the city" (the riverfront).

In 1982, Watson became directly involved with the community when he served as an advisor to the Moccasin Bend Task Force, the group which published the Tennessee Riverpark Master Plan in 1985.

By 1984, the grant structure of the studio had changed to include City of Chattanooga funds. The Lyndhurst Foundation and the City established a contract with what was then known as the Urban Design Consultancy, allowing UTK architecture students to continue their valuable design work serving as a catalyst for urban growth.

During this period, the Miller Park District Urban Design Guidelines were developed in a cooperative effort between the Consultancy and Koetter, Kim and Associates of Boston. Miller Plaza, the first phase of the design plan, was completed in 1988.

In 1990, what began with the AIA of Chattanooga became the Riverfront/Downtown Planning and Design Center. The center is housed at Miller Plaza and continues to serve as a satellite studio for UT architecture students under the direction of professor and center director Stroud Watson. The center currently employs three full-time planners and designers - two Chattanooga-Hamilton County Regional Planning Agency employees; the other, an employee of RiverValley Partners, Inc. (formed by a merger of two former organizations, The RiverCity Company and Partners for Economic Progress).

FUNDING

The Planning and Design Center is funded and jointly staffed by the Chattanooga-Hamilton County Regional Planning Agency, RiverValley Partners, Inc., the Lyndhurst Foundation and the University of Tennessee, Knoxville, College of Architecture and Planning.

PROJECTS

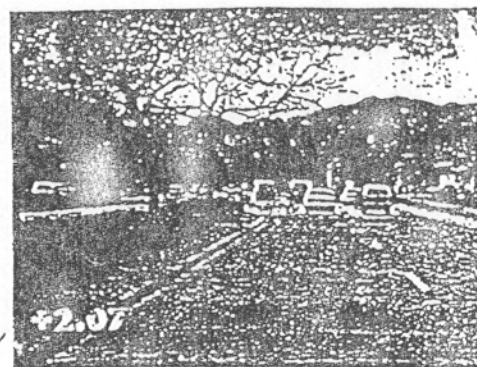
* Miller Park District Urban Design Plan: In 1984, the center, then known as the Urban Design Consultancy, was given funding from the Lyndhurst Foundation to work with Koetter, Kim and Associates to develop urban design plans for the heart of the city, which became the Miller Park District. The guidelines were approved in 1985, and the first phase - Miller Plaza - was completed in 1988.

* The Tennessee Riverpark: The Planning and Design Center is responsible for updates and continued implementation of the Tennessee Riverpark Master Plan which calls for a continuous trail and the mixed-use development of 22 of miles riverfront over the next 20 years. The center oversaw the design for the first two-mile phase of the Riverpark which opened in May, 1989; the TVA phase which opened in July 1991; and the Bluff Walk which opened in October, 1992. Additional phases are now under construction or are being designed.

* Streetscape Project: The Planning and Design Center initiated the Streetscape Project in 1990 which is being implemented by the City of Chattanooga. This six-year project is designed to improve the pedestrian experience in downtown Chattanooga and has a proposed budget of one million dollars per year.

Futurescape: Chattanooga's Community Planning Process

By 2002
210,000
150,000 in city
450,000 in
metropolitan area



Residents of Hamilton County, Tennessee, who participated in a visual preference survey prefer pedestrian-friendly, tree-lined streets to those designed solely for moving cars (below). Ratings appear in the lower left corner.

Citizens throughout the United States are becoming more and more disenchanted with the character of new development and the problems resulting from sprawl. Unfortunately, sprawl is dictated largely by zoning and other development regulations. Not only are the physical results often negative, but the development review process itself is cumbersome, confusing, and time-consuming. Local elected officials spend an inordinate amount of time deliberating over controversial development proposals that pit developers against neighborhoods. Builders frequently face inflexible requirements that stifle creative approaches. Municipal growth policies rarely are coordinated—and often conflict—with those of neighboring jurisdictions.

Zoning is a tool for managing growth, but the tool is old and in need of repair. A new development review process is needed, one that provides flexibility but maintains standards of



quality, reinforces neighborhoods, encourages a mix of land uses and clustered development, promotes infill development, and allows densities that will support transit.

Unfortunately, most people have grown so accustomed to living with endless vistas of strip commercial development and sprawl that they do not realize what they are missing. Citizens are not aware of other development options because none have been offered to them. Although current zoning laws are fueling many of these conditions, most people do not understand the connection. Any attempt to change development standards certainly will generate com-

munity resistance, unless it can be presented in a way that is easily understood.

Most people cannot easily make sense of zoning maps and site plans. They need to see a picture. Because of that, Chattanooga and Hamilton County, working with A. Nelesen Associates in spring 1996, conducted a visual preference survey (VPS) in which participants were shown images of different types of development (housing, retail, office, industrial), plus street and open-space scenes, and asked to score them on a scale of +10 (most positive) to -10 (most negative). Participants also completed a written questionnaire. More than 2,500 people participated through a variety of venues, including public meetings; sessions conducted for major employers, neighborhood groups, and civic and professional organizations; television broadcasts of the survey; and video copies made available at public library branches.

An analysis of the VPS results indicated that Hamilton County residents have a strong respect for the natural environment, from a desire to protect the mountains and rivers, to a desire for more tree-lined streets. Ninety percent of the respondents said they would support some development restrictions to protect natural resources. Residents indicated a preference for development that emphasizes the human element rather than cars. Streets with sidewalks, trees, landscaped parking, and human activity along the sidewalk scored consistently higher than those designed solely for moving cars. Respondents prefer buildings made of high-quality materials with interesting architectural details to "big boxes" that present a blank wall to the street, and they support more transportation options, including transit, greenways, and bicycle lanes.

In step two of Chattanooga's Futurescape planning process, the Chattanooga/Hamilton County Regional Planning Agency will incorporate the survey results into an updated comprehensive plan for the county. This plan will outline recommended policies for future development and indicate preferred growth ar-

reas based on three factors: the inherent carrying capacity of the land, the availability of infrastructure, and citizens' preference, as indicated in the survey, for unique "small town" commercial centers and the preservation of rural landscapes over typical sprawl development.

Step three will be to create new regulations that will encourage the types of development that won positive reactions in the survey and allow enough flexibility for innovative solutions. Zoning (a two-dimensional approach to segregating land uses) must be replaced with a three-dimensional approach that addresses the quality and character of the built environment.

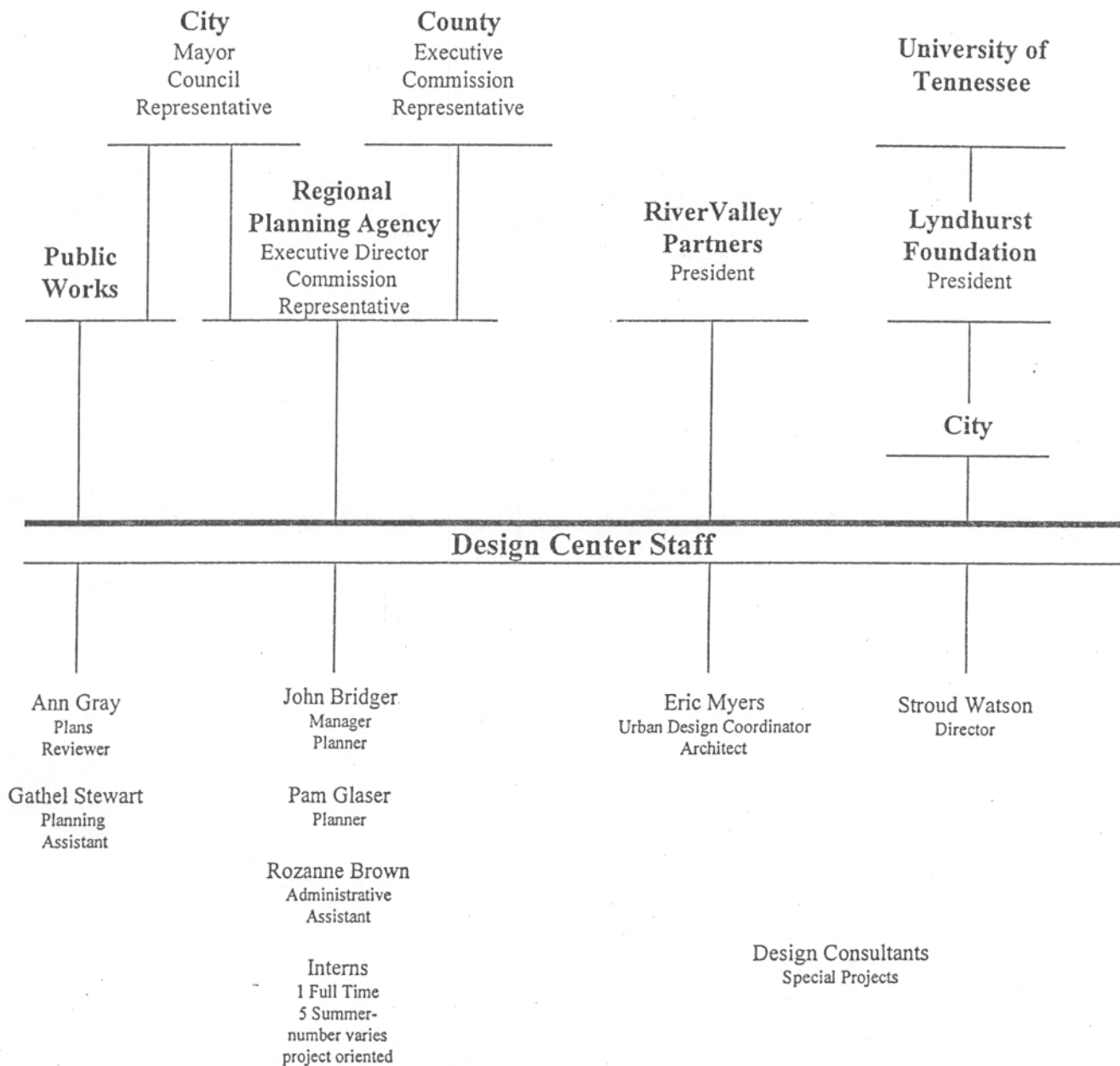
Realizing that steps two and three will take time, the agency is proposing four short-term changes to the existing zoning ordinances and subdivision regulations to maintain momentum and test the water for bigger changes:

- A landscape ordinance that will apply to all new development except single-family residential.
- A site plan review process for all zoning changes.
- An option for new subdivisions that will allow developers to cluster houses on smaller lots in order to preserve some natural areas.
- Relaxed setback requirements that will allow infill housing to be built in the center city without time-consuming variances.

In each case, planners are involving those who will be most affected by these changes, including homebuilders, architects, and real estate professionals. Making sweeping changes such as these is often difficult, but in order to maintain a desirable standard of living, change is needed. —Karen Hundt

Karen Hundt is director of comprehensive planning for the Chattanooga/Hamilton County Regional Planning Agency.

Riverfront/ Downtown Planning and Design Center Chattanooga Organizational Chart



Trust for Public Land also housed in the Design Center

* Ross's Landing Park and Plaza: The Planning and Design Center coordinated the design process for the public park which surrounds the Tennessee Aquarium. The center was active from the onset of the project through the preparation of requests to architects for design proposals, coordinating the formation of the design team and overseeing the development and coordination of the project.

* Downtown Revitalization: In May 1993, the Planning and Design Center published the "Downtown Plan" - a document prepared by the center's staff to establish direction for development in the downtown area. This plan addresses issues such as downtown housing, accessibility (both auto and pedestrian), historic preservation, use of public spaces, growth through economic development and implementation of goals.

* Downtown Housing Overlay Zone: Housing was identified in Chattanooga's Downtown Plan as a critical component for a successful downtown. Unfortunately, as in most cities, downtown housing markets are "unproven" in the eyes of financial institutions (if a market exists at all). In addition, the city zoning ordinance was written for suburban development and amplifies the difficulty of building new downtown housing.

Chattanooga's solution was an "Overlay Zone." Working with the local homebuilders, the Design Center crafted a new ordinance allowing residential developers much more flexibility in downtown housing in return for agreeing to submit their plans to a review board. Allowing developers to choose either the new Overlay Zone or the traditional zoning process removes any potential objections to additional government controls on private property.

* The Ross's Landing District: When completed, the Ross's Landing District will comprise over \$125 million in new development. The Planning and Design Center serves in a coordinating role and as an informal design review committee for plans implemented through RiverValley Partners.

* North Shore Plan: Developed by the Planning and Design Center, the North Shore Plan targets future development possibilities for the area on the north side of the Tennessee River at the outlet of the Olgiate, Market and Walnut Street bridges. The plan looks at different types of land uses for the area and includes the expansion of the Little Theatre of Chattanooga (which has been renamed Chattanooga Theatre Centre), a community park, some residential and mixed-use development and streetscape improvements. The plan was approved by the City Council in August, 1993.

* Kirkman High School: The 16-acre site of the former Kirkman Technical High School has been targeted for future redevelopment. The Planning and Design Center has coordinated studies for redevelopment of the site and participated on a task force exploring reuse of the facilities as shared space for arts and nonprofit groups. In September 1992, in collaboration with LDR International, a consulting firm in Columbia, Md., the Planning and Design Center completed the "Kirkman Site Development Guidelines."

* The South Central Business District Plan: The plan is a Comprehensive Revitalization Strategy prepared for RiverValley Partners by Calthorpe Associates and William McDonough Architects in January, 1995. It establishes an approach to urban revitalization that is grounded in the practical realities of market economics and development conventions, yet it creates opportunities for innovation and visionary solutions. It rebuilds the area's job base by making Chattanooga a model environmental city. It respects the historic street fabric and extends the CARTA (Chattanooga Area Regional Transportation Authority) shuttle system to make Chattanooga's core area truly walkable and transit-friendly. It draws on the traditions and character of the city to once again bring residents and visitors downtown to shop, play, work and live.

AWARDS

- * In 1987, the center received the 37th Annual Progressive Architecture Urban Design Award for urban design guidelines commissioned by the city and developed by the center in conjunction with Koetter, Kim and Associates.
 - * Stroud Watson received the Presidential Award for service to the profession from the Tennessee Society of Architecture in 1988.
 - * In 1989, the first phase of the Miller Park District Guidelines won an AIA Honor Award.
 - * In recognition of its contribution to the Downtown Streetscape, Ross's Landing Park and Plaza and Tennessee Riverpark projects, the center was awarded the 1992 Scenic Cities Beautiful Award.
 - * In 1993, the "Downtown Plan" won the Comprehensive Planning Award from the Tennessee Chapter of the American Planning Association.
 - * In 1994, Chattanooga won the City of Vision Award at the national conference sponsored by the non-profit organization Making Cities Livable. Displays were submitted showing the Tennessee Aquarium, downtown street beautification projects and the work of Chattanooga Neighborhood Enterprise. Chattanooga competed with Seattle, Milwaukee, Santa Fe and other cities. The award was presented at the group's 15th annual conference in San Francisco.
 - * In 1995, Stroud Watson was awarded the Tennessee Community Service Recognition Award by the Tennessee Higher Education Commission.
 - * In 1996, the Riverfront/Downtown Planning & Design Center was awarded the Presidential Award of Merit for Distinguished Service by the Tennessee Chapter of the American Institute of Architects.
 - * In 1997, Stroud Watson received the Association of Collegiate Schools of Architecture (ACSA) Distinguished Professor Award. His work and the College of Architecture and Planning at the University of Tennessee in the City of Chattanooga serves as a model for interrelating research, creative work, teaching and community service.
 - * 1998 APA/AICP Outstanding Planning Implementation Award, Tennessee Riverpark.
- STORY IDEAS
- * The unique concept of organization and funding for the center.
 - * Stroud Watson, center director and professor of architecture at the University of Tennessee, Knoxville, whose inspired vision is responsible for the success of the center.
 - * The Miller Park District Guidelines which outline standards and development prospects for "the city's living room."
 - * The satellite studio of the University of Tennessee, Knoxville, College of Architecture and Planning, located in the Planning and Design Center.
 - * The Streetscape Project developed by the Planning and Design Center and adopted by the City of Chattanooga.
 - * The center's involvement in the entire process, including design review and coordination of the unique Ross's Landing Park and Plaza.
